BookletChart™

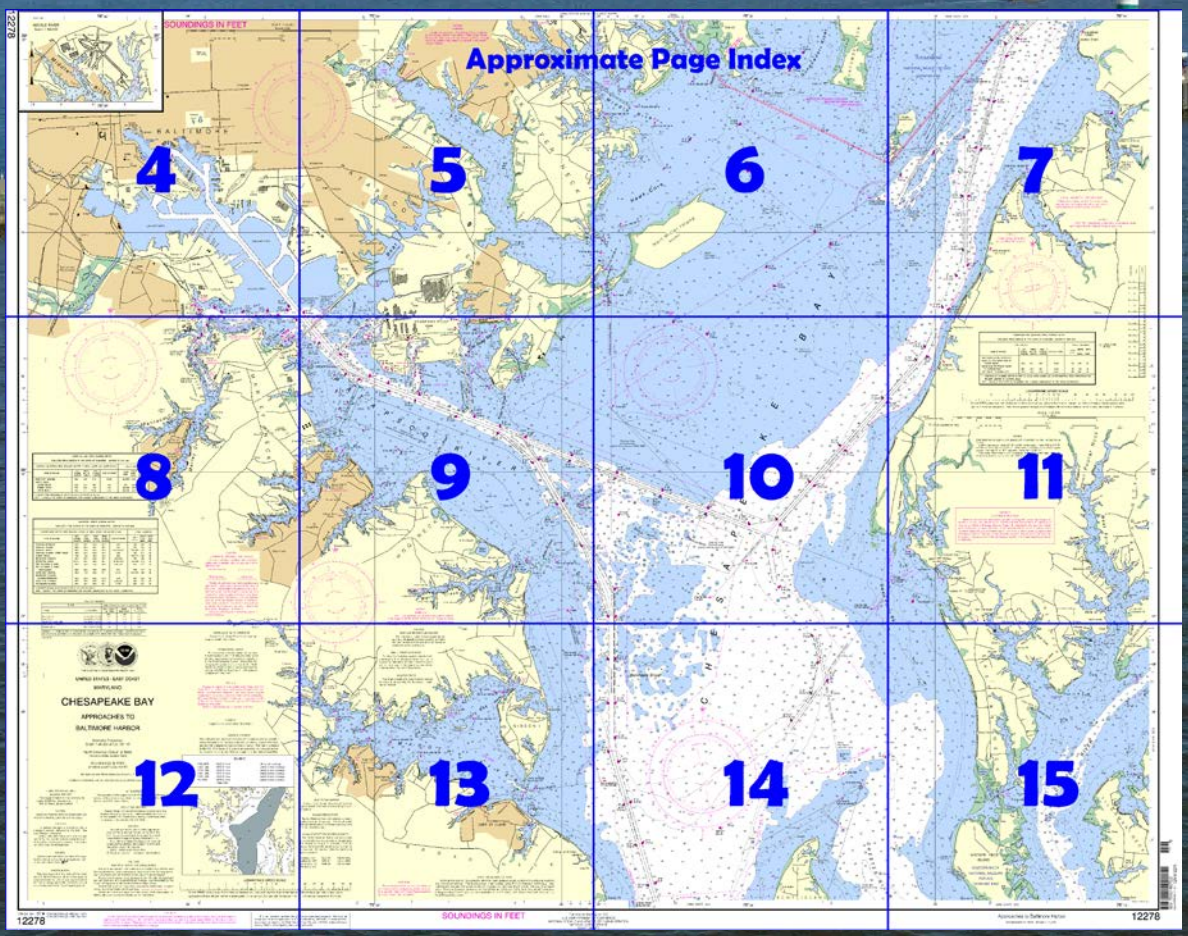
Chesapeake Bay – Approaches to Baltimore Harbor

NOAA Chart 12278

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12278

(Selected Excerpts from Coast Pilot)
Bodkin Creek has depths of 9 feet in the approaches and 7 to 9 feet into its branches. Shoaling to 3 feet is between Daybeacon 9 and Light 11.
Back Creek. A boatyard is in the upper part.
Main Creek is separated from Back Creek by **Spit Neck.** Both branches have depths of 7 to 9 feet almost to their heads.
Graveyard Point. Gasoline, diesel fuel, slips, and some marine supplies.
Rock Creek has depths of 11 feet almost to the head. It is marked.
Wall Cove; centerline depths of 10 feet for most of its length but shoaling to 5 feet near the head. The Maryland Yacht Club piers have depths of 13 feet. Available at Wall Cove and Rock Creek: marine supplies, gasoline, diesel fuel, and water.
Stony Creek has depths of 12 feet. The channel along the west side of the entrance is marked by a light and buoys; the east side is obstructed by rocks. A marina above the bridge has gasoline.
Nabbs Creek has depths of 12 feet almost to the head. A marina near the head has gasoline, diesel fuel, berths, and marine supplies.
Back Cove has depths of 12 feet to a boatyard. Gasoline is available.
Caution.–Large vessels transiting Craighill Channel Upper Range and Brewerton Channel Eastern Extension in the vicinity of Sevenfoot Knoll Light may generate large and dangerous wakes; waves as high as 10 to 12 feet have been reported. Small craft in the area are advised to use extreme caution.
Tides and currents.–Prolonged winds of constant direction may cause substantial variation in the tide. Currents in the harbor are 0.8 knot on the flood and ebb. (See the Tidal Current Tables for daily predictions.) In 1981, strong currents were reported in the vicinity of Fort Carroll and Brewerton Angle on the change of tides.
Pilotage, Baltimore.–Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade bound to or from the port of Baltimore. Pilotage is optional for U.S. vessels under enrollment in the coastwise trade who have on board a pilot licensed by the Federal Government for these waters.
The Association of Maryland Pilots has an office in Baltimore (telephone: 410-276-1337, fax 410-276-1364, telex: 87-574 MARPILOTS BALTIMORE, cable address: MARPILOT BALTIMORE). They provide service to any port in Maryland and service between Baltimore and the entrance of the Chesapeake Bay at Cape Henry, VA. The pilot office also monitors VHF-FM channel 11.
The Chesapeake and Interstate Pilots Association offers pilot services to U.S. vessels, engaged in the coastwise trade, and public vessels to or from Baltimore, via the Chesapeake Bay if the vessel is entering from sea at Cape Henry or transiting between any port or place on the Chesapeake Bay and its tributaries. Pilot service is also offered to vessels to or from Baltimore that are transiting the Chesapeake and Delaware Canal. Pilots will meet vessels upon prior arrangement at Cape Henlopen or any port or place on the Delaware Bay and River, at Cape Henry or any port or place on the Chesapeake Bay and its tributaries. Pilots will also provide all pilot services required from the port of departure to the port of arrival. Arrangements for pilots may be made through the ships' agents or the pilot office in Norfolk (telephone, 757-855-2733).
Interport Pilots Agency, Inc. offers pilotage to public vessels and private vessels in the coastal trade operating between Baltimore Harbor and many northeast ports via the Chesapeake and Delaware Canal. The 24 hour telephone number is 732-787-5554 and the e-mail address is: interport@verizon.net. Additional information about Interport Pilots can be obtained at http://www.interportpilots.com.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)
Warning.–Small-craft operators in Frog Mortar Creek are advised to use caution in the vicinity of Martin State Airport. Small-craft with masts exceeding 37 feet in height above the waterline create an obstruction to low-flying aircraft. Operators of such vessels transiting Frog Mortar Creek should contact Martin State Airport Control Tower by telephone at 410-238-1008 when visibility is less than 1.0 statute mile so approaching aircraft can be warned. Tower operations are from 0600 to 2200 daily.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Table of Selected Chart Notes

AREA 1
Fishing traps permitted Oct 2 to May 19 inclusive

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 39° 10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

MAGOTHY RIVER
The channel north of Gibson Island is marked by private lights from May 1 to November 1, which are not charted.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.400 MHz
Sudlersville, MD	WXK-97	162.500 MHz
Washington, DC (Manassas, VA)	KHB-36	162.550 MHz

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 5° from the normal variation have been observed in the channel from Pooles Island to Howell Point (chart 12274).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.392" northward and 1.140" eastward to agree with this chart.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ——— — ——— —
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Love Point	(39°02'N/76°18'W)	1.7	1.4	0.2
Baltimore, Ft. McHenry	(39°16'N/76°35'W)	1.7	1.4	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Sep 2012)

CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2011

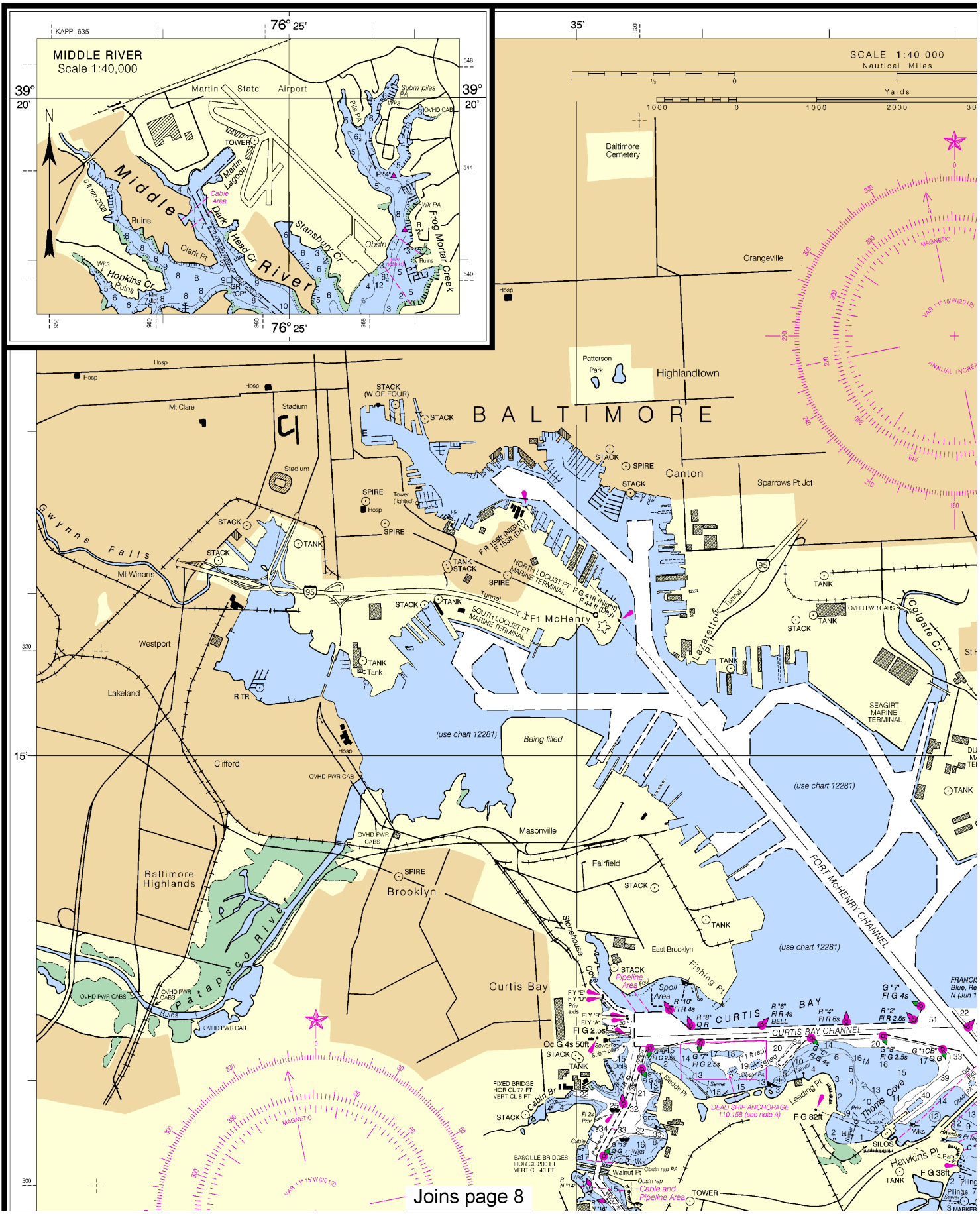
CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
3400 YARDS SOUTH OF POOLES ISLAND TO THE SOUTH END OF POOLES ISLAND	36.2	37.1	37.0	5-11	400	1.88	35
SOUTH END OF POOLES ISLAND TO WORTON POINT	36.6	36.2	35.0	4-11	400	4.28	35

* ENTERING FROM CHESAPEAKE BAY.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CURTIS CREEK CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2010

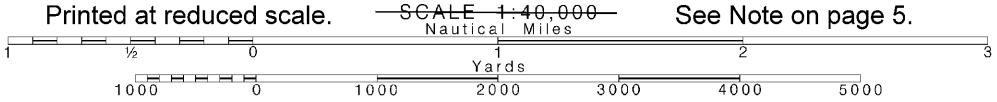
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)*					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CURTIS CREEK							
LOWER REACH	32.0	33.0	33.0	8-10	200	0.54	35
MIDDLE REACH	19.0	17.0	15.0	8-10	200-380	1.09	22
UPPER REACH	19.0	17.0	15.0	8-10	200-100	0.55	22

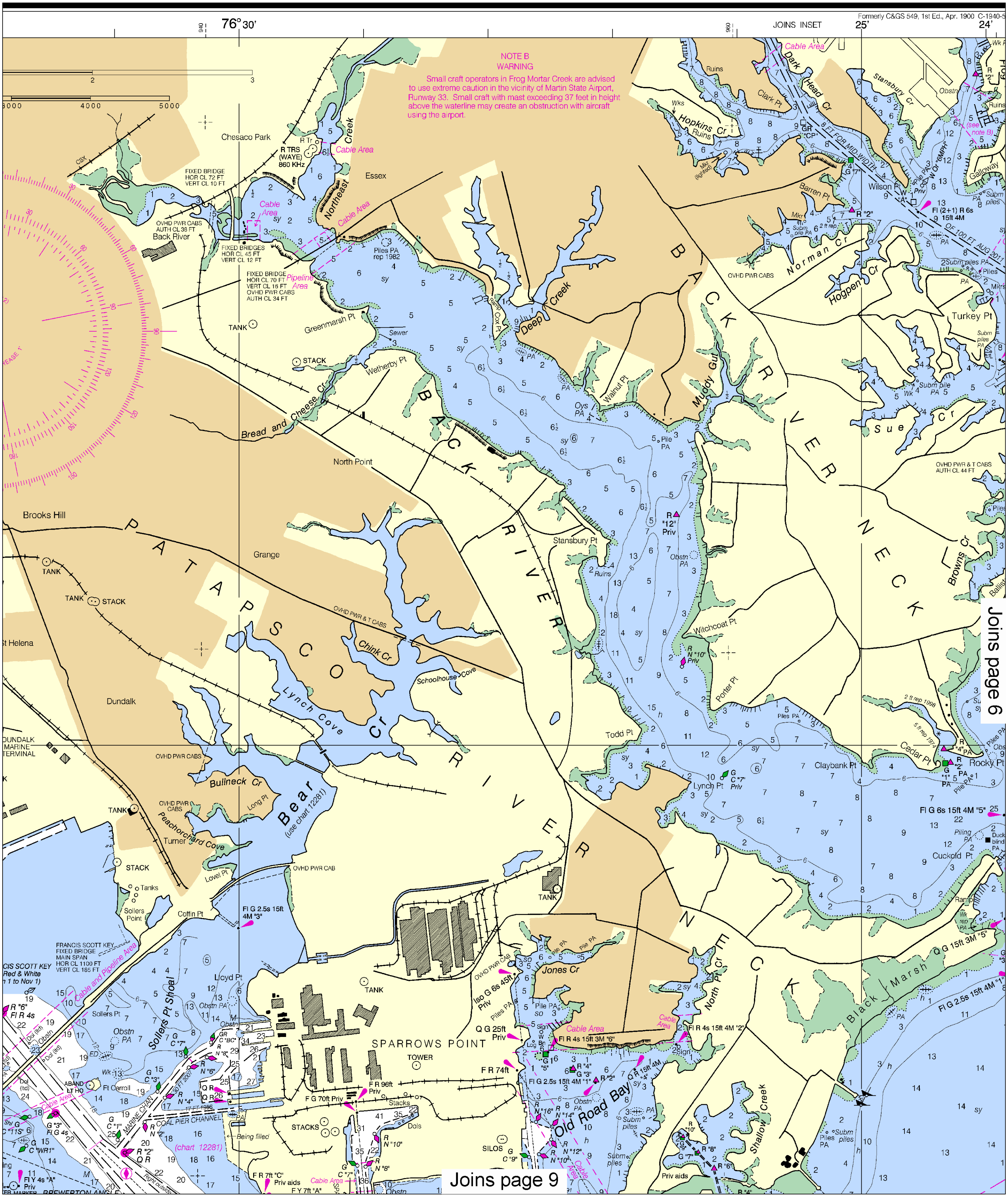
* ALL DEPTHS REPORTED TO NEAREST FOOT
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Note: Chart grid lines are aligned with true north.

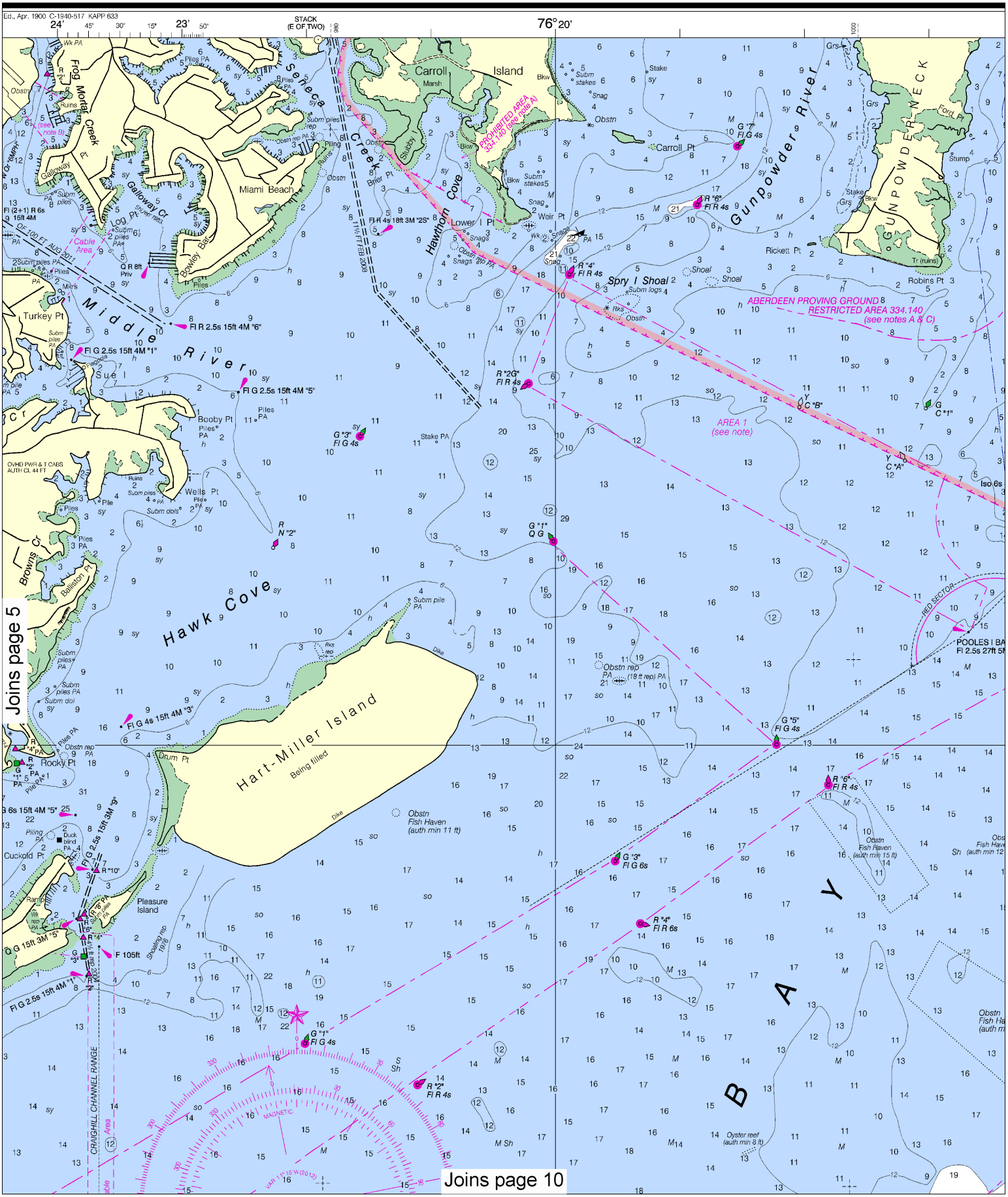
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.





76° 30'
Formerly C&GS 549, 1st Ed., Apr. 1900 C-1940-5
JOINS INSET
25'
24'
NOTE B
WARNING
Small craft operators in Frog Mortar Creek are advised to use extreme caution in the vicinity of Martin State Airport, Runway 33. Small craft with mast exceeding 37 feet in height above the waterline may create an obstruction with aircraft using the airport.
Chesaco Park
Essex
Back River
BACK RIVER
BACK RIVER NECK
PATAPSCO
Bear Cr (use chart 12281)
Deep Creek
Northeast Creek
Hopkins Cr
Clark Pt
Dark Head Cr
Stansbury Cr
Wilson Pt
Barren Pt
Norman Cr
Hogpen Cr
Turkey Pt
Sue Cr
Browns Cr
Walnut Pt
Muddy Gut
Greenmarsh Pt
Wetherby Pt
Bread and Cheese Cr
North Point
Brooks Hill
Grange
Stansbury Pt
Witchcoat Pt
Porter Pt
Todd Pt
Cedar Pt
Rocky Pt
Claybank Pt
Lynch Pt
Cuckold Pt
Chink Cr
Schoolhouse Cove
Lynch Cove
Dundalk
DUNDALK MARINE TERMINAL
Bullneck Cr
Long Pt
Peachorchard Cove
Turner
Lovel Pt
Sollers Point
Coffin Pt
Lloyd Pt
Sollers Pt Shoal
Ft Carroll
Jones Cr
North Pt Cr
Old Road Bay
Shallow Creek
Black Marsh
SPARROWS POINT
TOWER
TANK
STACK
STACKS
SILOS
FRANCIS SCOTT KEY FIXED BRIDGE MAIN SPAN HOR CL 1100 FT VERT CL 185 FT
COAL PIER CHANNEL
BREWERTON ANGLE
Joins page 6
Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

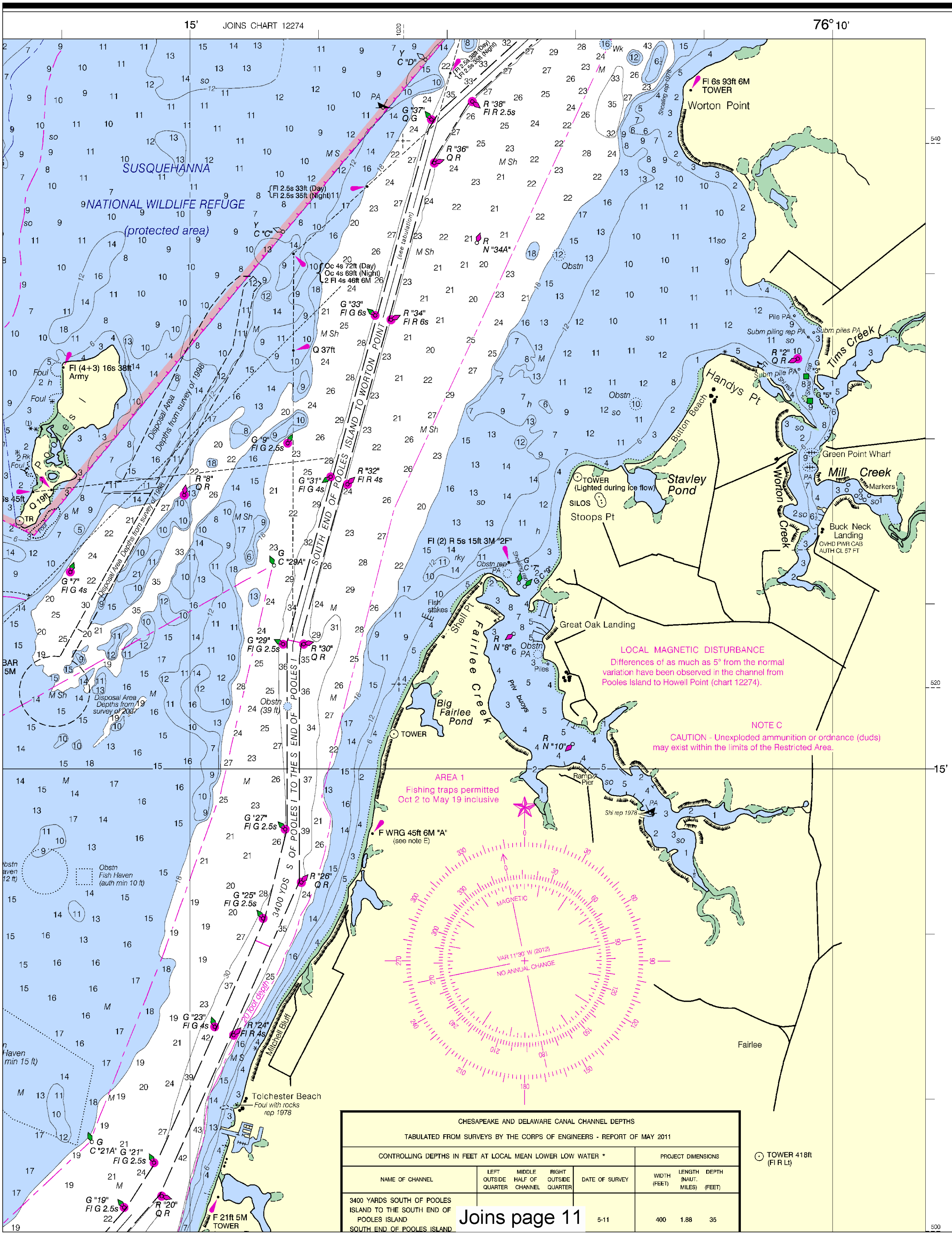
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

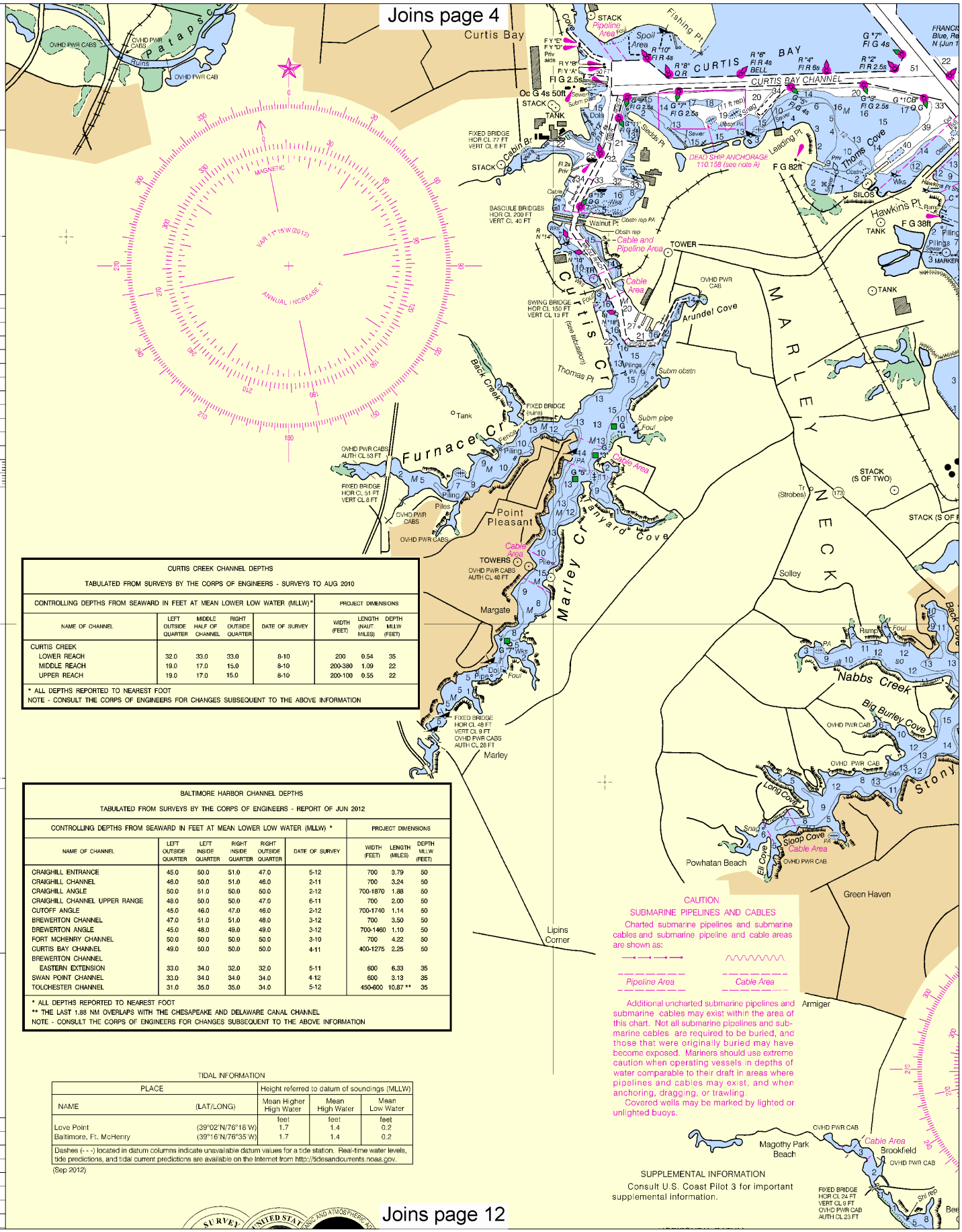
See Note on page 5.



CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2011							
CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
3400 YARDS SOUTH OF POOLES ISLAND TO THE SOUTH END OF POOLES ISLAND				5-11	400	1.88	35
SOUTH END OF POOLES ISLAND							

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.



CURTIS CREEK CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CURTIS CREEK							
LOWER REACH	32.0	33.0	33.0	8-10	200	0.54	35
MIDDLE REACH	19.0	17.0	15.0	8-10	200-380	1.09	22
UPPER REACH	19.0	17.0	15.0	8-10	200-100	0.55	22

* ALL DEPTHS REPORTED TO NEAREST FOOT
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

BALTIMORE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) *						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
CRAIGHILL ENTRANCE	45.0	50.0	51.0	47.0	5-12	700	3.79	50
CRAIGHILL CHANNEL	46.0	50.0	51.0	46.0	2-11	700	3.24	50
CRAIGHILL ANGLE	50.0	51.0	50.0	50.0	2-12	700-1870	1.88	50
CRAIGHILL CHANNEL UPPER RANGE	48.0	50.0	50.0	47.0	6-11	700	2.00	50
CUTOFF ANGLE	45.0	46.0	47.0	46.0	2-12	700-1740	1.14	50
BREWERTON CHANNEL	47.0	51.0	51.0	48.0	3-12	700	3.50	50
BREWERTON ANGLE	45.0	48.0	49.0	49.0	3-12	700-1460	1.10	50
FORT MCHENRY CHANNEL	50.0	50.0	50.0	50.0	3-10	700	4.22	50
CURTIS BAY CHANNEL	49.0	50.0	50.0	50.0	4-11	400-1275	2.25	50
BREWERTON CHANNEL EASTERN EXTENSION	33.0	34.0	32.0	32.0	5-11	600	6.33	35
SWAN POINT CHANNEL	33.0	34.0	34.0	34.0	4-12	600	3.13	35
TOLCHESTER CHANNEL	31.0	35.0	35.0	34.0	5-12	450-600	10.87 **	35

* ALL DEPTHS REPORTED TO NEAREST FOOT
** THE LAST 1.88 NM OVERLAPS WITH THE CHESAPEAKE AND DELAWARE CANAL CHANNEL
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
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(Sep 2012)

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION

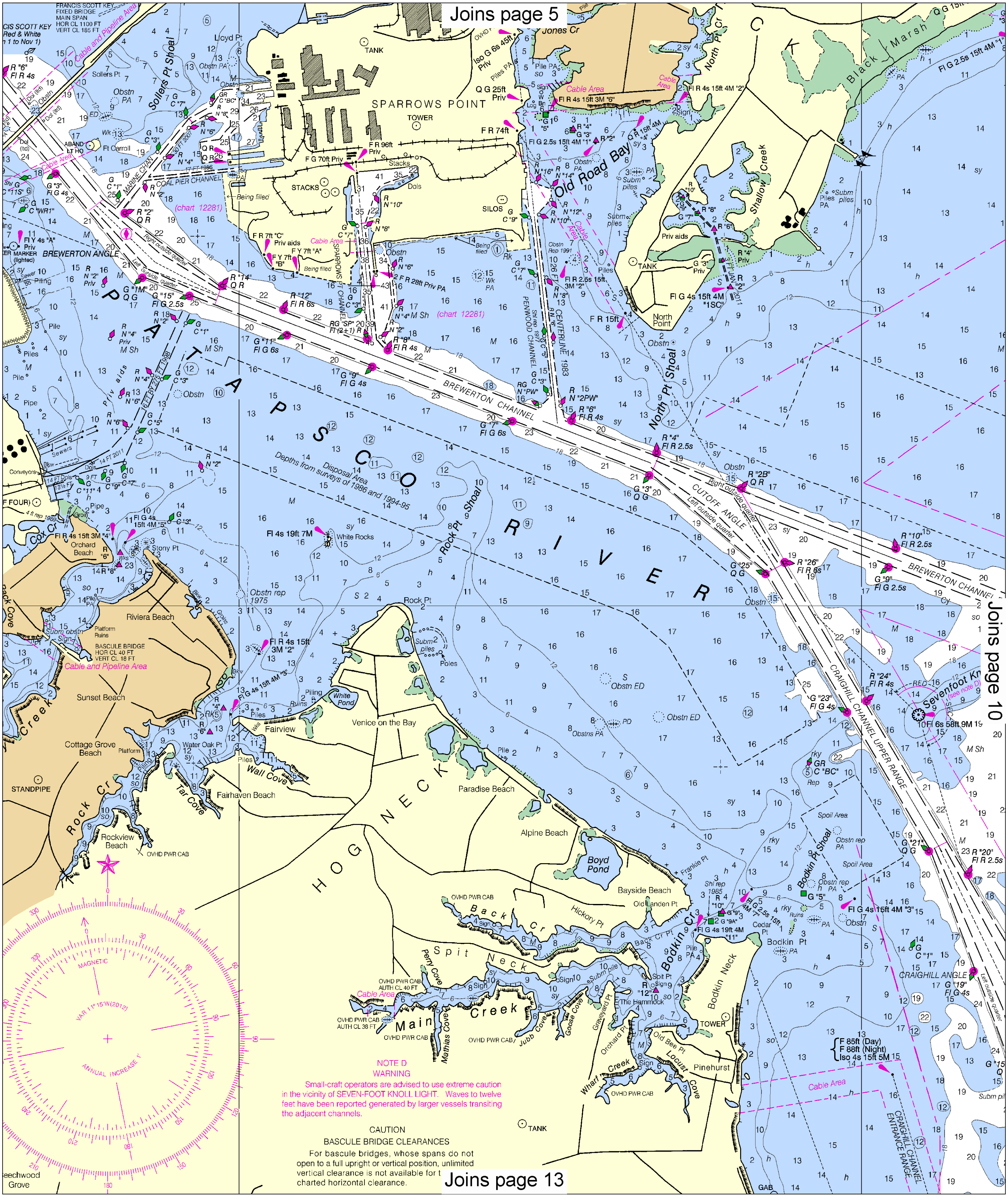
Consult U.S. Coast Pilot 3 for important supplemental information.

Note: Chart grid lines are aligned with true north.

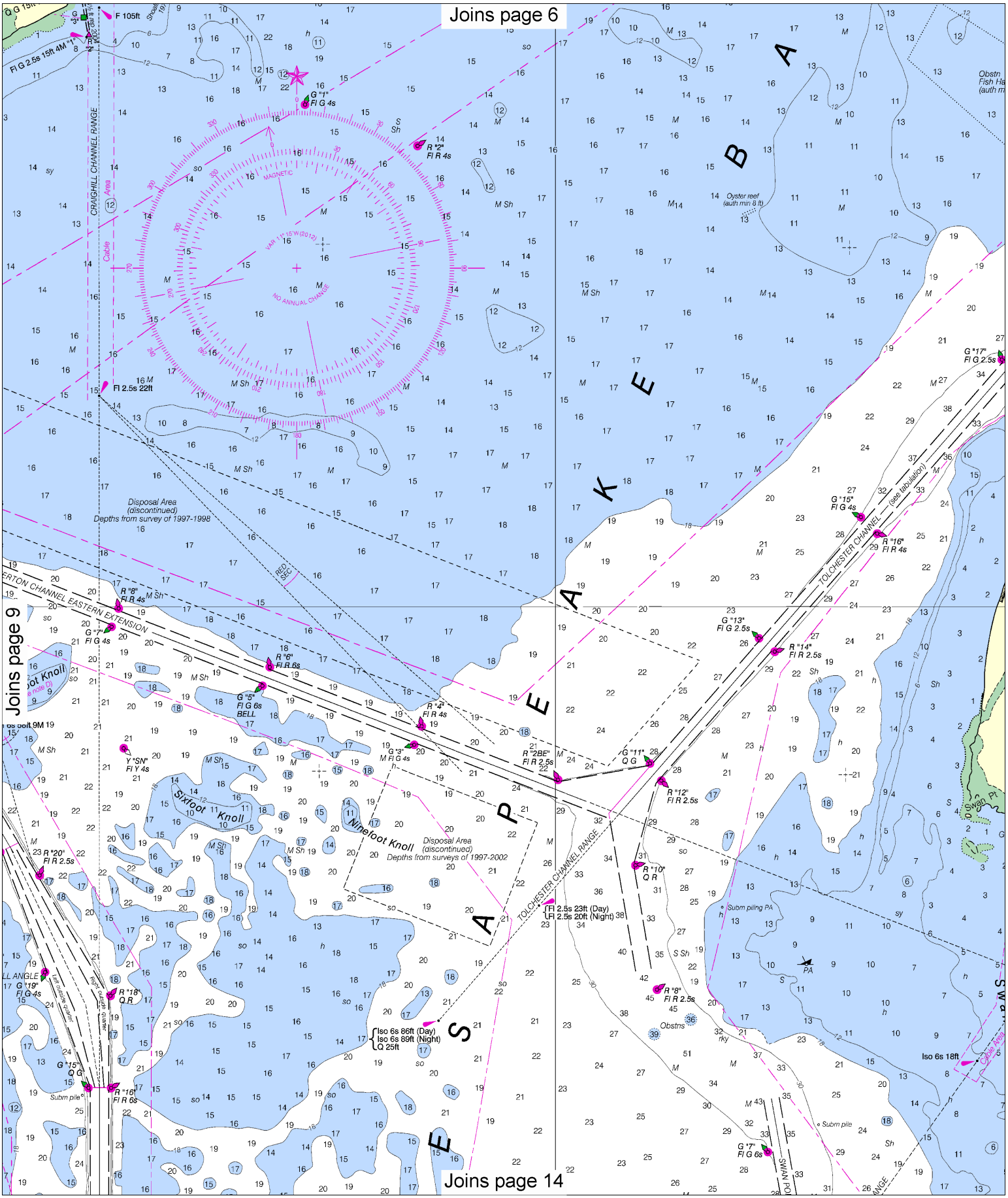
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



Joins page 5
Joins page 10
Joins page 13
SPARROWS POINT
PATAPSCO RIVER
HOG NECK
BREWERTON CHANNEL
BREWERTON ANGLE
CUTOFF ANGLE
CRAIGHILL CHANNEL UPPER RANGE
CRAIGHILL ANGLE
CRAIGHILL CHANNEL ENTRANCE RANGE
FORT MCHENRY CHANNEL
PENWOOD CHANNEL
SPARROWS PT CHANNEL
MARINE CHAN
COAL PIER CHANNEL
Old Road Bay
Black Marsh
Shallow Creek
North Point
North Pt Shoal
North Pt Cr
Jones Cr
Sollers Pt Shoal
Sollers Pt
Lloyd Pt
Rock Pt Shoal
Rock Pt
Stony Pt
White Rocks
Cox Cr
Orchard Beach
Riviera Beach
Sunset Beach
Cottage Grove Beach
Rock Cr
Rockview Beach
Tar Cove
Fairhaven Beach
Wall Cove
Water Oak Pt
Fairview
Venice on the Bay
White Pond
Paradise Beach
Alpine Beach
Boyd Pond
Bayside Beach
Old Landen Pt
Hickory Pt
Back Cr
Spit Neck
Main Creek
Perry Cove
Mathias Cove
Jubb Cove
Goose Cove
Graveyard Pt
Orchard Pt
Wharf Creek
Old Bee Pt
Locust Cove
Pinehurst
The Hammock
Bodkin Cr
Bodkin Neck
Bodkin Pt
Bodkin Pt Shoal
Frankie Pt
Cedar Pt
Sevenfoot Knoll
Disposal Area
Depths from surveys of 1986 and 1994-95
Spoil Area
Cable Area
Cable and Pipeline Area
(chart 12281)
STANDPIPE
TANK
TOWER
STACKS
SILOS
FRANCIS SCOTT KEY FIXED BRIDGE MAIN SPAN HOR CL 1100 FT VERT CL 185 FT
BASCULE BRIDGE HOR CL 40 FT VERT CL 18 FT
F 85ft (Day)
F 88ft (Night)
Iso 4s 15ft 5M 15
VAR 11°15'W(2012)
ANNUAL INCREASE 1'
MAGNETIC
NOTE D
WARNING
Small-craft operators are advised to use extreme caution in the vicinity of SEVEN-FOOT KNOLL LIGHT. Waves to twelve feet have been reported generated by larger vessels transiting the adjacent channels.
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or open position, unlimited vertical clearance is not available for the entire charted horizontal clearance.



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

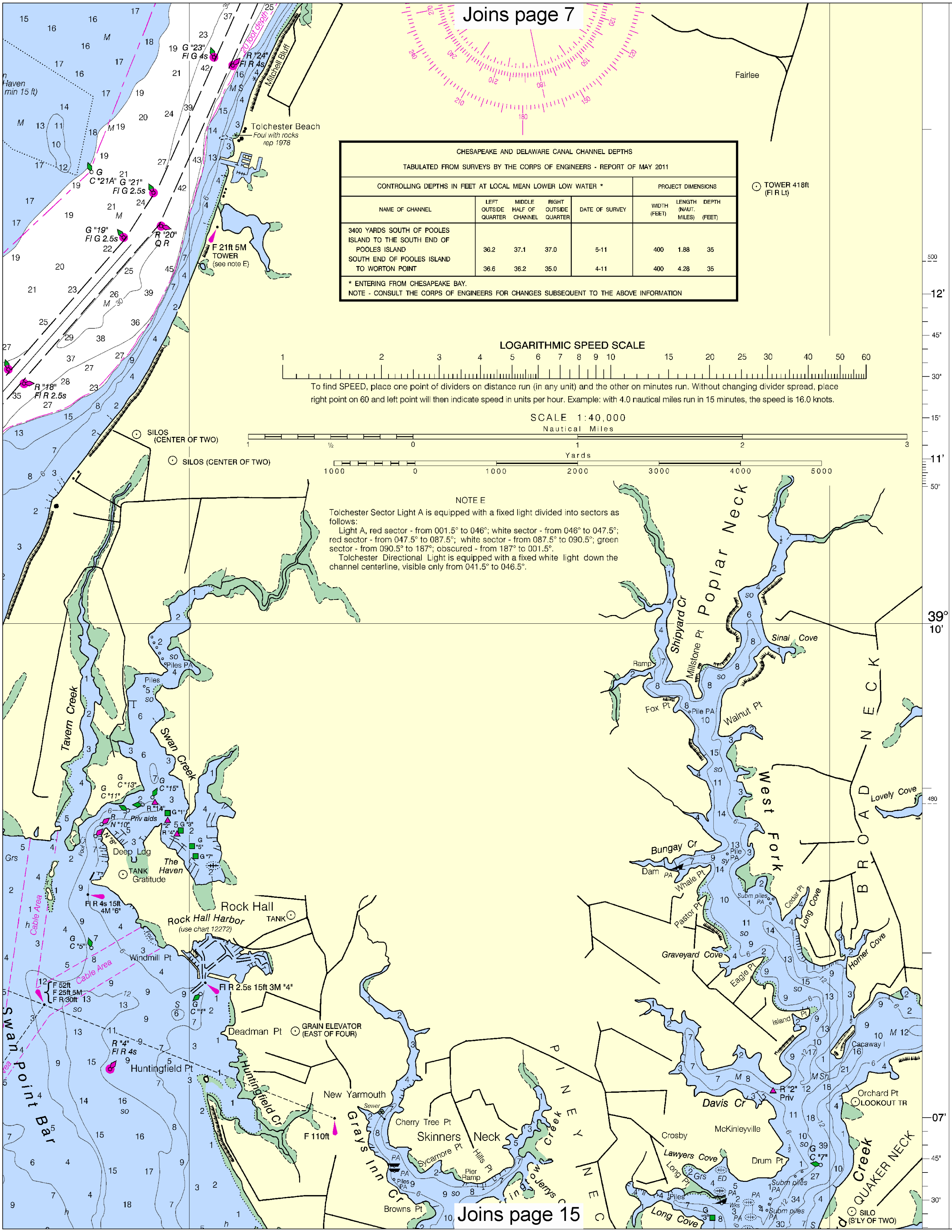
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 7



Tolchester Beach
Foul with rocks rep 1978
Mitchell Bluff
20 foot depth
G "23" Fl G 4s
R "24" Fl R 4s
G C "21A"
G "21" Fl G 2.5s
R "20" Q R
G "19" Fl G 2.5s
R "18" Fl R 2.5s
F 21ft 5M TOWER (see note E)
Fairlee
TOWER 418ft (Fl R Lt)
SILOS (CENTER OF TWO)
SILOS (CENTER OF TWO)
Tavern Creek
Swan Creek
Piles PA
G C "13"
G C "11"
C "15"
R "14"
Priv aids
R N "10"
Deep Lndg
The Haven
TANK Gratitude
Fl R 4s 15ft 4M "6"
Rock Hall
Rock Hall Harbor (use chart 12272)
TANK
Windmill Pt
Cable Area
G C "5"
F 52ft F 25ft 5M F R 30ft
Fl R 2.5s 15ft 3M "4"
Deadman Pt
GRAIN ELEVATOR (EAST OF FOUR)
R "4" Fl R 4s
Huntingfield Pt
Huntingfield Cr
Swan Point Bar
New Yarmouth
F 110ft
Grays Inn Cr
Cherry Tree Pt
Skinners Neck
Sycamore Pt
Hills Pt
Pier Ramp
Browns Pt
PINEY NECK
Poplar Neck
Shipyard Cr
Millstone Pt
Ramp
Fox Pt
Pile PA
Walnut Pt
Sinai Cove
West Fork
BROAD NECK
Lovely Cove
Bungay Cr
Dam
Whale Pt
Pastor Pt
Graveyard Cove
Eagle Pt
Subm piles
Cedar Pt
Long Cove
Horner Cove
Island Pt
Caraway I
R "2" Priv
Davis Cr
Orchard Pt
LOOKOUT TR
Crosby
McKinleyville
Lawyers Cove
Long Pt
Drum Pt
G C "7"
Long Cove
QUAKER NECK
SILO (S'LY OF TWO)
LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.
SCALE 1:40,000
Nautical Miles
Yards
1000 0 1000 2000 3000 4000 5000
12'
11'
39°
10'
07'

CHESAPEAKE AND DELAWARE CANAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2011

CONTROLLING DEPTHS IN FEET AT LOCAL MEAN LOWER LOW WATER *					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
3400 YARDS SOUTH OF POOLES ISLAND TO THE SOUTH END OF POOLES ISLAND	36.2	37.1	37.0	5-11	400	1.88	35
SOUTH END OF POOLES ISLAND TO WORTON POINT	36.6	36.2	35.0	4-11	400	4.28	35

* ENTERING FROM CHESAPEAKE BAY.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NOTE E

Tolchester Sector Light A is equipped with a fixed light divided into sectors as follows:
Light A, red sector - from 001.5° to 046°; white sector - from 046° to 047.5°; red sector - from 047.5° to 087.5°; white sector - from 087.5° to 090.5°; green sector - from 090.5° to 187°; obscured - from 187° to 001.5°.
Tolchester Directional Light is equipped with a fixed white light down the channel centerline, visible only from 041.5° to 046.5°.

Joins page 15

SWAN POINT CHANNEL	33.0	34.0	34.0	34.0	4-12	600
TOLCHESTER CHANNEL	31.0	35.0	35.0	34.0	5-12	450-60

Joins page 8

* ALL DEPTHS REPORTED TO NEAREST FOOT
** THE LAST 1.88 NM OVERLAPS WITH THE CHESAPEAKE AND DELAWARE CANAL CHANNEL
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Love Point	(39°02'N/76°18'W)	1.7	1.4	0.2
Baltimore, Ft. McHenry	(39°16'N/76°35'W)	1.7	1.4	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Sep 2012)

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND

CHESAPEAKE BAY

APPROACHES TO

BALTIMORE HARBOR

Mercator Projection
Scale 1:40,000 at Lat. 39° 10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

PLANE COORDINATE GRID
(based on NAD 1927)
The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: ⊣⊢
The last three digits are omitted.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ——— — ——— —
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 3 for important supplemental information.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.392" northward and 1.140" eastward to agree with this chart.

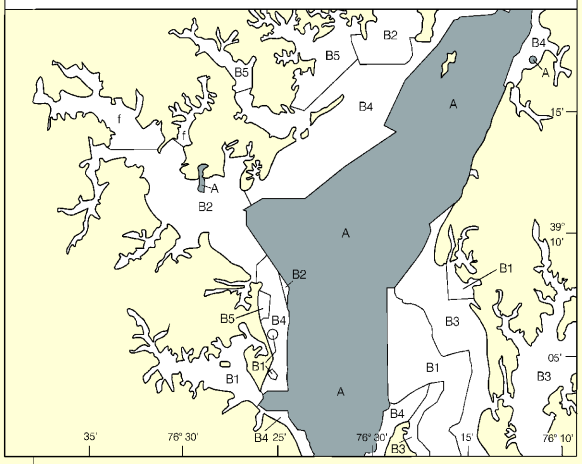
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.
Refer to charted regulation section numbers.

HEIGHTS
Heights in feet above Mean High Water.

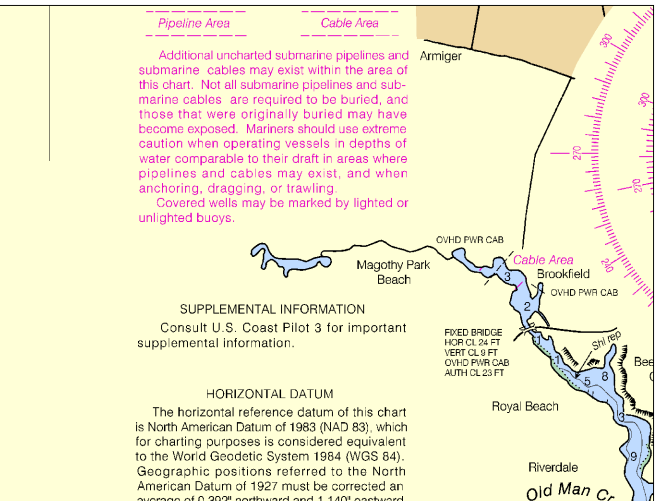
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2005	NOS Surveys	full bottom coverage
B1	1990-1999	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
f		Chart 12281	



LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15 20
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. With right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15



35'

78th Ed., Oct./12 ■ Corrected through NM Oct. 20/12
Corrected through LNM Oct. 16/12

12278

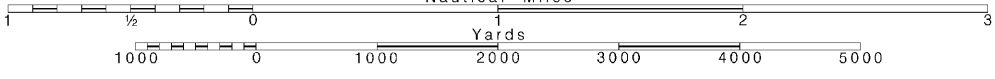
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to pro
Ocean Service encourages users to submit corre
improving this chart to the Chief, Marine Chart
Service, NOAA, Silver Spring, Maryland 20910-

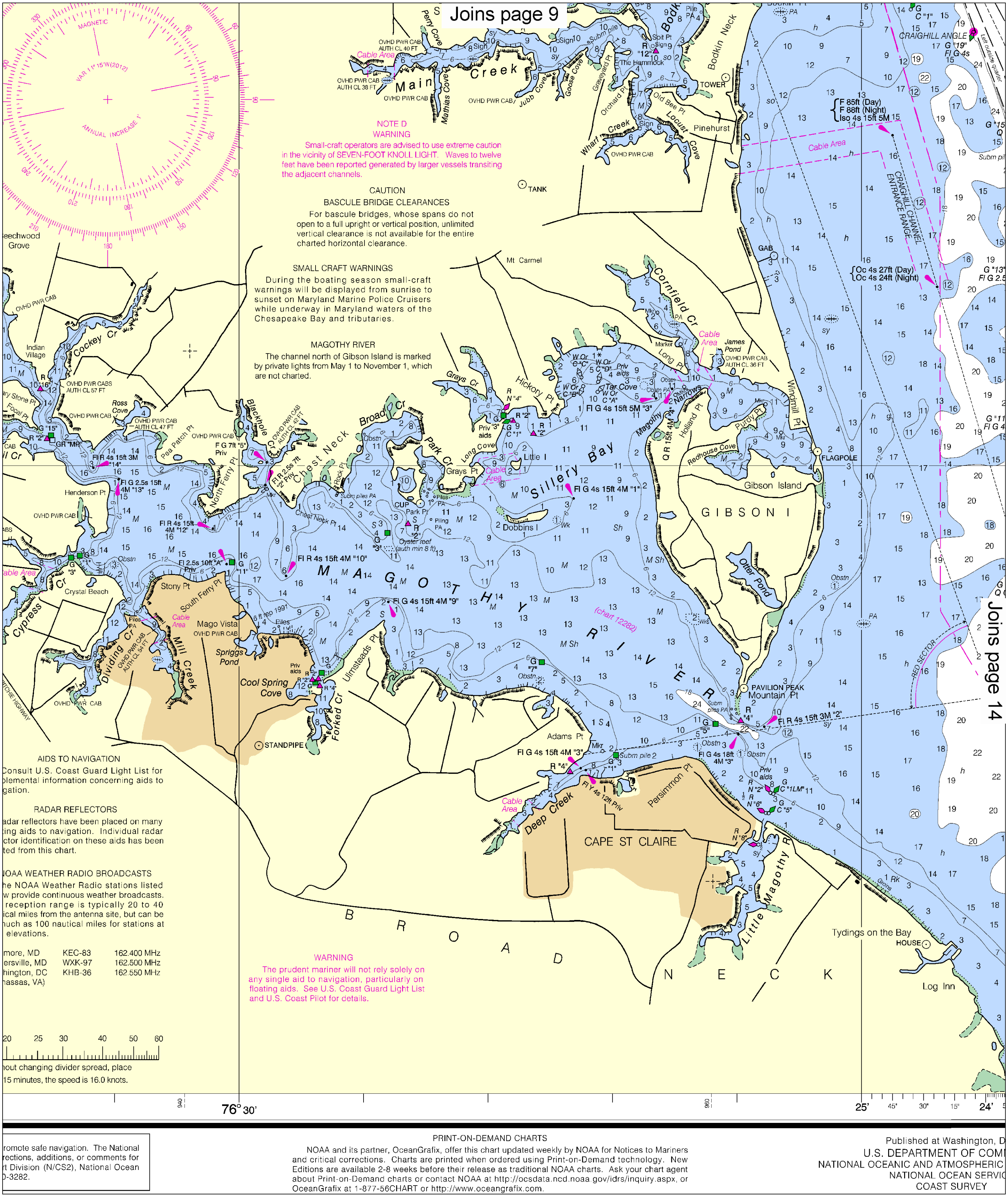
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.


Joins page 9
Joins page 14
NOTE D
WARNING
Small-craft operators are advised to use extreme caution in the vicinity of SEVEN-FOOT KNOLL LIGHT. Waves to twelve feet have been reported generated by larger vessels transiting the adjacent channels.
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.
MAGOTHY RIVER
The channel north of Gibson Island is marked by private lights from May 1 to November 1, which are not charted.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for plemental information concerning aids to gation.
RADAR REFLECTORS
adar reflectors have been placed on many ting aids to navigation. Individual radar ctor identification on these aids has been ted from this chart.
NOAA WEATHER RADIO BROADCASTS
he NOAA Weather Radio stations listed w provide continuous weather broadcasts. reception range is typically 20 to 40 ical miles from the antenna site, but can be uch as 100 nautical miles for stations at elevations.
more, MD KEC-83 162.400 MHz
ersville, MD WXK-97 162.500 MHz
hington, DC KHB-36 162.550 MHz
nassas, VA)
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
MAGOTHY RIVER
Main Creek
Bodkin Neck
Pinehurst
Cornfield Cr
Gibson Island
GIBSON I
Sillery Bay
Dobbins I
Cockey Cr
Chest Neck Pt
Broad Cr
Cape St Claire
Deep Creek
Little Magothy R
Mago Vista
Cool Spring Cove
Sriggs Pond
Dividing Cr
Mill Creek
Cypress Cr
Crystal Beach
Stony Pt
Mountain Pt
PAVILION PEAK
Tydings on the Bay
Log Inn
B R O A D N E C K
CRAIGHILL CHANNEL ENTRANCE RANGE
CRAIGHILL ANGLE
76° 30'
25'
24'
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romote safe navigation. The National rections, additions, or comments for t Division (N/CS2), National Ocean 0-3282.
Published at Washington, D
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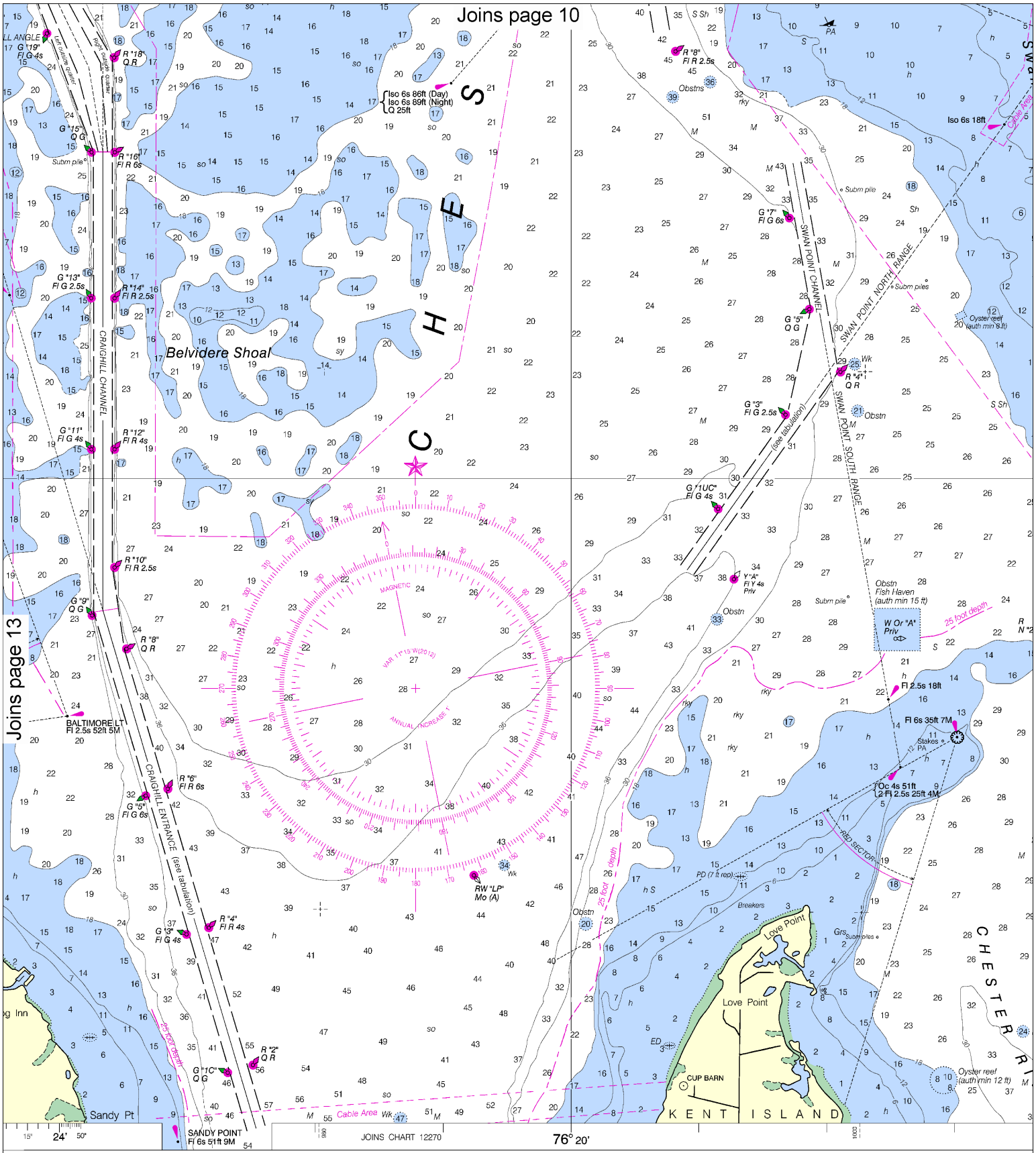
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVIC
COAST SURVEY



at Washington, D.C.
MENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
AST SURVEY

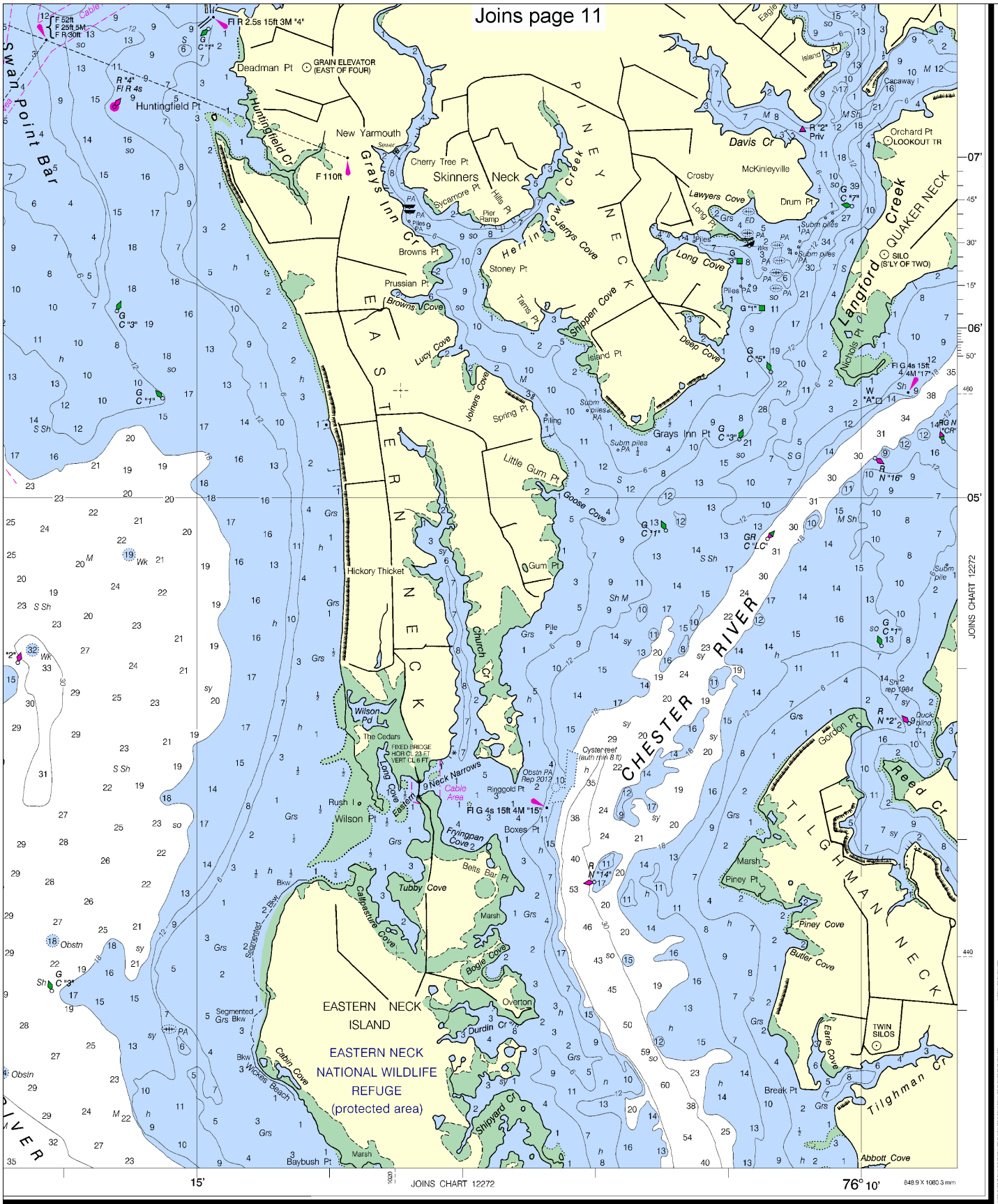
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Approaches to Baltimore Harbor

SOUNDINGS IN FEET - SCALE 1:40,000

12278

ED NO 78

NSN 7642014007632 NGA REFERENCE NO. 12AHA12278

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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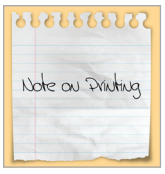

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NOAA's Office of Coast Survey The Nation's Chartmaker